

Too often when we dictate who will lead another country, we only replace one group of thugs with another, as we just did in Afghanistan, with the only difference being that the thugs who we support are expected to be puppet-like and remain loyal to the United States, or else.

Although bits and pieces of the administration's plans to wage war against Iraq and possibly Iran and North Korea are garnered, we never hear any mention of the authority to do so. It seems that Tony Blair's approval is more important than the approval of the American people.

Congress never complains about its lost prerogatives to be the sole declarer of war. Astoundingly, Congress is only too eager to give war powers to our presidents through the back door by the use of some fuzzy resolution that the president can use as his justification. Once the hostilities begin, the money always follows, because Congress fears criticism for not "supporting the troops." But putting troops in harm's way without proper authority and unnecessarily can hardly be the way to "support the troops."

Let it be clearly understood: There is no authority to wage war against Iraq without the Congress passing a Declaration of War. H.J. Res. 65, passed in the aftermath of 9-11, does not even suggest that this authority exists. A U.N. resolution authorizing an Iraqi invasion, even if it were to come, cannot replace the legal process for the United States going to war as precisely defined in the Constitution. We must remember, a covert war is no more justifiable and is even more reprehensible.

Only tyrants can take a nation to war without the consent of the people. The planned war against Iraq without a declaration of war is illegal. It is unwise because of the many unforeseen consequences that are likely to result. It is immoral and unjust, because it has nothing to do with U.S. security and because Iraq has not initiated aggression against us.

Besides, the American people become less secure when we risk a major conflict driven by commercial interests and not authorized in a proper manner by the Congress. Victory under these circumstances is always elusive, and unintended consequences are inevitable.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from California (Mr. GEORGE MILLER) is recognized for 5 minutes.

(Mr. GEORGE MILLER of California addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Pennsylvania (Mr. WELDON) is recognized for 5 minutes.

(Mr. WELDON of Pennsylvania addressed the House. His remarks will ap-

pear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentlewoman from the District of Columbia (Ms. NORTON) is recognized for 5 minutes.

(Ms. NORTON addressed the House. Her remarks will appear hereafter in the Extensions of Remarks.)

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REGARDING THE NATIONAL AVIATION CAPACITY EXPANSION ACT

The SPEAKER pro tempore (Mrs. CAPITO). Under a previous order of the House, the gentleman from Illinois (Mr. LIPINSKI) is recognized for 5 minutes.

Mr. LIPINSKI. Madam Speaker, I rise tonight to speak about the National Aviation Capacity Expansion Act, a bill that will help end 20 years of aviation gridlock at the most important crossroads of American aviation.

This measure would codify a historical agreement between Mayor Daley and Governor Ryan that will expand and modernize O'Hare International Airport, take steps to construct a new south suburban airport, and keep Chicago's downtown general aviation airport open for 25 years.

It is necessary to codify this agreement into Federal law because the city and the State do not want to move forward with this \$6 billion project only to have a future governor rescind the agreement, thereby throwing billions of dollars down the drain.

The agreement reached December 5 by the Governor and Mayor is good news for our national aviation transportation system and for air travelers. O'Hare modernization is perhaps the most important action Congress and the Federal Government can take to alleviate system-wide congestion.

Chicago O'Hare is a vital economic engine in Chicago, the State of Illinois, the Midwest, and the entire Nation. It is among the world's busiest airports and serves as the only dual hub with United and American Airlines basing significant equipment, employees, and assets at the facility.

O'Hare serves more than 190,000 travelers per day, nearly 73 million in the year 2000. This is the Nation's busiest airport in number of passengers. Forty-eight States have direct access to O'Hare, as it serves communities large and small.

But O'Hare needs to be redesigned to meet the demands of today's marketplace. Designed in the 1950s, the airport has intersecting runways and a layout designed for smaller aircraft. By simply reconfiguring the airport layout, many weather-related delays could be avoided. By replacing old runways with safer, parallel configurations, delays and cancellations would be greatly reduced, eliminating delays that often ripple throughout the entire Nation.

Ninety percent of O'Hare's modernization will be paid for by airline and airport guaranteed funds, including passenger facility charges, landing fees, concessions, and bonds. The rest of the funds will come through the regular FAA process for airport construction, and my legislation is very clear on this issue.

This agreement also moves forward with a south suburban airport near Peotone. Common sense dictates that we need the capacity in the near future, and with this airport at Peotone we will have it. But just expanding O'Hare does not eliminate the need for a third airport, as I mentioned before. Building Peotone will not replace O'Hare modernization. They are not mutually exclusive. Both are needed to address serious aviation capacity problems in the region and the Nation.

This agreement also addresses traffic congestion along O'Hare's northwest corridor, including western airport access, and maintains the quality of life for residents near these airports. Clearly, the environment and airport noise should not be afterthoughts, as this agreement will reduce by half the number of people impacted by noise, and it includes \$450 million in funds for soundproofing. In addition, as the U.S. aviation system completes its move to quieter Stage 4 aircraft, airport noise will be reduced.

The FAA is and will continue to be the final arbiter of safety. Safety is our number one priority, and the legislation maintains the FAA's safety role.

Some might call my legislation unprecedented, but it is clear that the Chicago situation is unprecedented and unique. When the House Subcommittee on Aviation held a hearing on the issue in August, no other similar situation could be found where a State has an arbitrary veto power over a city's airport or runways. In addition, since Chicago is the crossroads of aviation, it is vitally important to codify this agreement into Federal law.

In closing, Madam Speaker, I urge all of my colleagues to cosponsor H.R. 3479, the Aviation Capacity Expansion Act. No other bill in this Congress will do more to end the aviation gridlock that plagues the American flying public.

IMPARTIAL INVESTIGATIONS WILL HIGHLIGHT THE TRUTH

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from California (Mr. FILNER) is recognized for 5 minutes.

Mr. FILNER. Madam Speaker, I have introduced this evening legislation that calls for a special prosecutor to be named to look into the whole Enron mess.

Sure, this is a business scandal, and congressional committees are looking into reforms of our auditing practices of public corporations and the safety of employee pension plans. But this is a scandal that goes far beyond that. This